

W205 C63 Suspension

Adjustable Suspension Installation Guide



- 2015+ C63 AMG Sedan
- 2015+ C63S AMG Sedan



Thank you for your purchase of the Weistec W205 C63 Adjustable Suspension. Please follow all directions, and keep a clean work space when commencing installation.

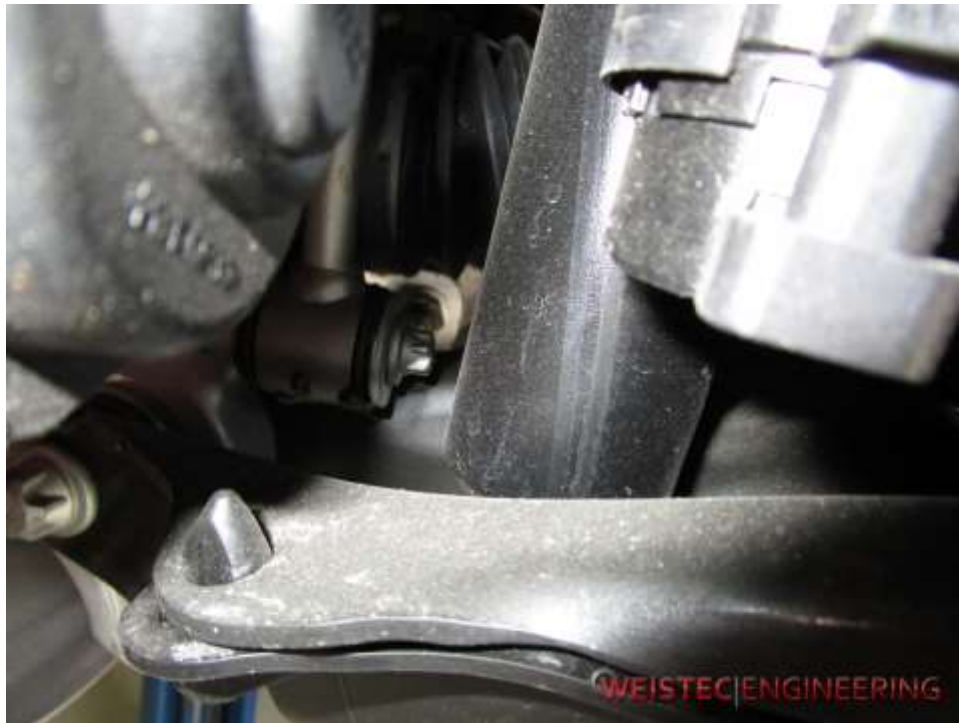
Tools Required

- 3/8 Impact Gun
- 3/8 Drive Ratchet and Socket Set
- 3/8 Drive Torx set
- Rubber or Plastic Mallet
- Vehicle lift or jack
- Jack Stands
- Weistec Coilover Spanner Wrench(Included)
- 1/16" Hex L-Key (Included)
- 5/64" Hex L-Key (Included)

1. Rear Suspension

1. Securely lift vehicle(using a lift is recommended)
2. Remove rear wheels
3. Remove plastic control arm cover on the driver side by squeezing the locking pins and pushing them down







4. Remove the nut on the lower shock mount bolt



5. Remove the nut on the lower spindle mount bolt



6. Support the control arm with a screw jack



7. Remove the lower shock mount bolt and the lower spindle mount bolt





8. Slowly lower the screw jack to safely unload tension from the spring
9. Once the spring is fully unloaded, remove it from the vehicle



10. If the plastic upper spring perch did not come out with the spring, remove it from the vehicle.
11. Remove the white plastic nut that holds the rubber isolator in the spring cup



-
12. Line up the rubber isolator on the Weistec Threaded Anchor and put the prongs into the mounting holes



-
13. Fit the Threaded Anchor into the spring cup and reuse the plastic nut to help hold the anchor in place while continuing the installation



14. Screw on the red adjuster perch. Make sure the set screws are turned out to allow free turning of the perch



15. After screwing on the red adjuster perch, apply Loctite to the set screws and tighten them until they bottom out, then back them out $\frac{1}{4}$ to $\frac{1}{2}$ turn

16. Fit the OEM lower spring rubber isolator to the Weistec spring. The stopper will meet up with the end of the spring coil. It can be easily pressed on by hand



17. Apply some grease to the lip of the red adjuster perch where the top of the Weistec spring will be contacting the perch. This allows for easier adjustment of ride height.

18. Fit the spring with OEM lower spring rubber isolator into position.



19. Push the control arm back into place with a screw jack
20. Reinstall the bolt and nut for the lower shock mount and torque to the lower spindle mount. Torque to 60 Nm plus 60 degrees
21. Reinstall the bolt and nut for the lower shock mount and torque to the lower spindle mount. Torque to 80 Nm plus 90 degrees
22. Repeat steps 3-21 for the passenger side

2. Front Suspension

1. Open the hood
2. Remove plastic strut tower cover on the driver side of the vehicle



3. Loosen the 3 nuts that bolt the strut mount to the strut tower. Leave them hand tight, they will be removed later



4. Securely lift vehicle and remove front wheels
5. Support the wheel carrier with a screw jack
6. Unplug the electrical connections from the strut and tuck them out of the way



7. Remove the nut that fastens the sway bar end link to the control arm and pull the end link off the ball joint



8. Remove the nut and bolt that fasten the control arm to the sub frame



9. Remove the nut and bolt that fasten the strut to the control arm



10. Lower, then remove the screw jack and swing the control arm downwards to clear it from the strut

11. Remove the 3 nuts that bolt the strut mount to the strut tower while holding the strut so that it does not fall



12. Remove the strut assembly from the vehicle
13. Repeat steps 2-12 to remove the passenger side strut

14. On one of the struts, remove the nut holding the top hat to the strut. Use a spring compressor to remove load from the top hat. An impact gun may be needed to loosen the nut



15. Remove top hat



16. Remove the OEM spring seat from the top hat



17. Remove the bump stop and dust boot by pulling it up and off the piston rod



18. Remove the factory spring

19. Using a mallet, gently hammer off the strut body cap. It will be reused



20. Using a mallet, gently hammer off the lower spring perch. It will not be reused



21. Clean off the body of the strut
22. Slide on the Weistec Lower Threaded Anchor. It is a very snug fit so be sure that it is slid on evenly and then use a press to press down into place



23. Tighten the four 8-32 set screws. Use Loctite and torque to 1.5 ft-lbs



24. Screw on the Weistec Coilover Adjuster Perch. Make sure the grub screws are loose so that they do not interfere with the threads on the lower anchor



25. Screw in the grub screw until they bottom out, then turn them back $\frac{1}{4}$ to $\frac{1}{2}$ a turn. This will allow smooth rotation with a clicking sound every 90 degrees. The grub screws will be tightened with Loctite once final ride height is set



26. Using a mallet, gently hammer the strut body cap back onto the strut

27. Slide on the Coilover 61mm to 71mm Perch Adapter, with the flat side facing the adjuster perch



28. Slide on the supplied bump stop and dust boot

29. Slide on 100 N 70 I 200 L Spring, fitting the bottom of the spring onto the 71mm side of the perch adapter



30. Fit the Coilover Upper Perch Bushing onto the top hat. The flat square side should be facing downwards



-
31. Fit top hat onto piston rod and bolt it back on using the factory nut, torque to 30 ft-lbs
 32. Repeat steps 14 through 31 for the other strut
 33. Reinstall suspension by reversing steps 1 through 13. Torque all M14 hardware to 100 ft-lbs and all M12 hardware to 65 ft-lbs

At this point you will be ready for ride height adjustment. **LIFT THE VEHICLE UNTIL THE TIRE IS COMPLETELY OFF THE GROUND WHEN ADJUSTING RIDE HEIGHT TO MINIMIZE LOAD OF THE SUSPENSION COMPONENTS.** After ride height has been set, tighten the grub screws with Loctite to lock the perches in place. The vehicle will then be ready to drive and get the suspension professionally aligned. **Double check you have removed all tools, and also double check that all suspension arms are properly installed and fastened. Improperly installed suspension arms will result in poor alignment as well as excessive suspension noise and movement.**



Thank you from Weistec Engineering!

Always enjoy the added performance from your Weistec W205 C63 Adjustable Suspension responsibly. Use best judgment when driving, and remember to have fun!

NOTES: